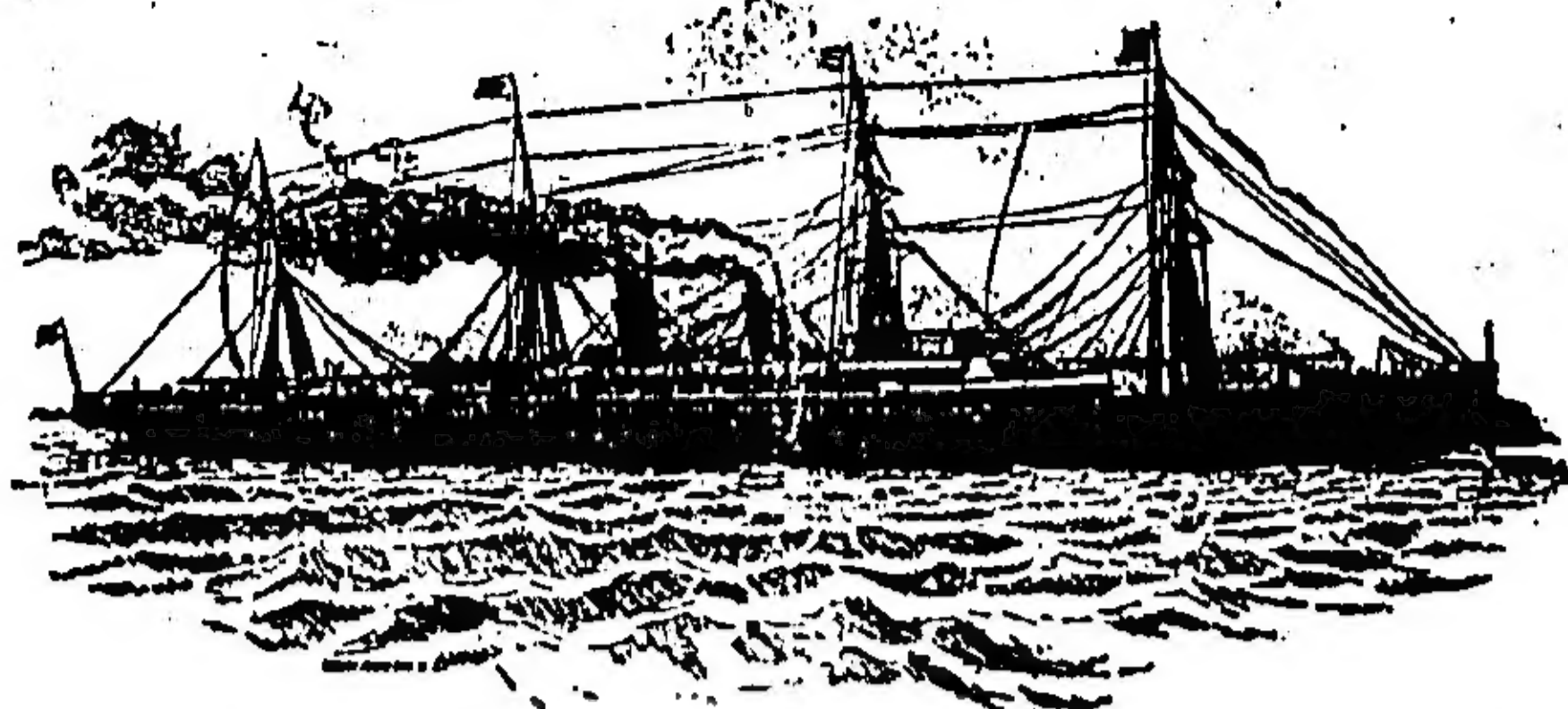




## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" ... 6,300 Gross Tons.	TUESDAY, 21st June, at Noon.
"OHINA" ... 5,060 "	TUESDAY, 28th June, at Noon.
"DORIC" ... 4,784 "	SATURDAY, 9th July, at Noon.
"SIBERIA" ... 11,184 "	THURSDAY, 21st July, at Noon.
"GOPTIC" ... 4,353 "	TUESDAY, 2nd August, at Noon.
"KOREA" ... 11,276 "	SATURDAY, 13th August, at Noon.
"GAELIC" ... 4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA" ... 13,559 "	SATURDAY, 3rd September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 21st June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

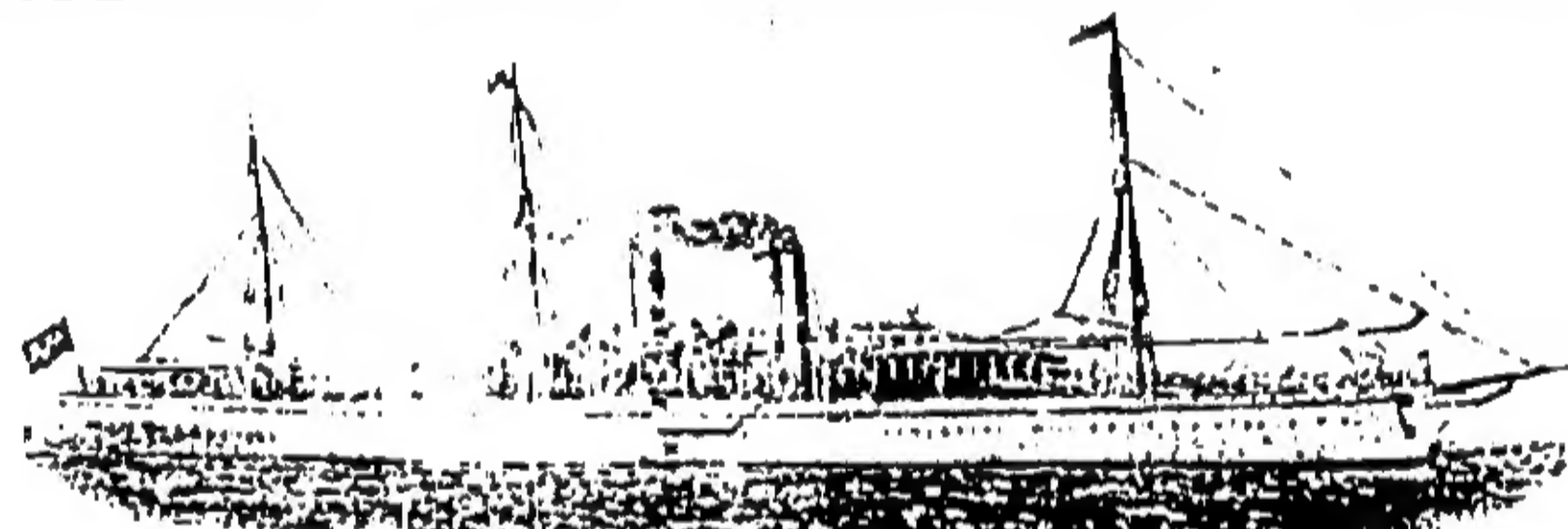
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy outdoors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 20th June, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY SPEED PUNCTUALITY.

"EMPRESS" Twin Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 19 Knots.	PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons.	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN" ... 6,000 "	WEDNESDAY, 13th July.
"ATHENIAN" ... 2,440 "	WEDNESDAY, 20th July.
"EMPRESS OF CHINA" ... 6,000 "	WEDNESDAY, 3rd August.
"TARTAR" ... 4,425 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA" ... 6,000 "	WEDNESDAY, 14th August.

Hongkong to London, 1st Class ... £40. ... £42.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail ... £40. ... £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pender's Street.

Hongkong, 1st June, 1904

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BATAVIA ...	HAMBURG (DIRECT).	28th June. } Freight.
Dampwolf ...	(Calling at S'PORE, PENANG & COLOMBO).	
NURNBERG ...	HAVRE, BREMEN and HAMBURG.	6th July. } Freight.
Jaburg ...	(Calling at SINGAPORE and PENANG).	
C. FELD LAEISZ ...	HAVRE and HAMBURG.	26th July. } Freight.
von Hoff ...	(Calling at S'PORE, PENANG & COLOMBO).	
BADENIA ...	HAVRE and HAMBURG.	10th August. } Freight.
Roden ...	(Calling at S'PORE, PENANG & COLOMBO).	
BAMBERG ...	HAVRE and HAMBURG.	25th August. } Freight.
Miltiaff ...	(Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA ...	HAVRE and HAMBURG.	5th Sept. } Freight.
Schmidt ...	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 16th June, 1904.

TSU FAN  
DENTIST.

PRICE MODERATE - CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

M. H. CHAUN, D.D.S.  
37, DES VUEUX ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" ... 2,363 tons.	Captain R. D. Thomas.
"POWAN" ... 2,338 "	C. F. Morrison, R.N.M.
"FATSHAN" ... 2,200 "	W. A. Valentine.
"HANKOW" ... 2,023 "	B. Branch.
"KINSHAN" ... 1,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ... 1,998 tons. Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.  
Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ... 219 tons. Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ... 588 tons. Captain J. Willox.  
"NANNING," ... 569 " C. Butchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LIJN.  
REGULAR FOUR-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	First half of July	JAVA PORTS	First half of July
TJILATJAP ...	JAVA PORTS	First half of July	SHANGHAI AND JAPAN	First half of July
TJIMAH ...	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE

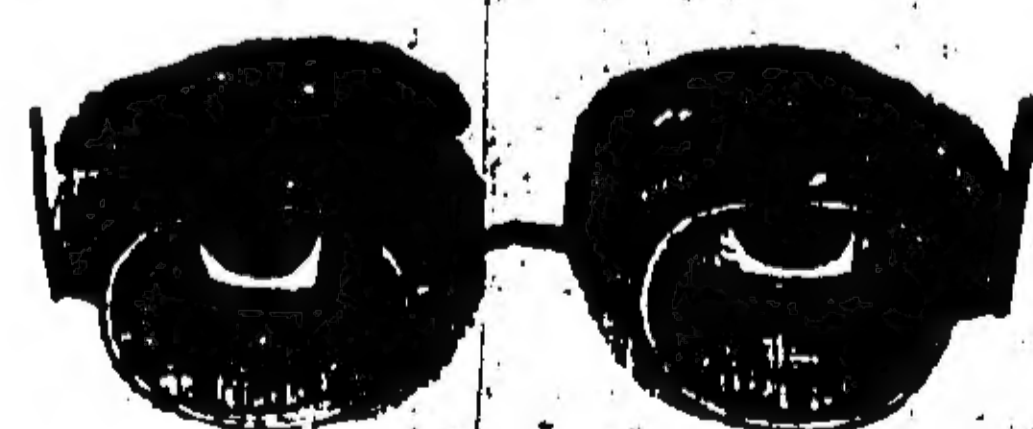
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
ALEXANDRA BUILDINGS, 3rd Floor.  
Hongkong, 13th June, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

C. W. CLARK,  
No. 4, 108 HOUSE STREET,  
Between Queen's Road and Des Vaux Road.  
AMATEUR WORK GIVEN SPECIAL  
ATTENTION.  
FULL LINE OF SUPPLIES.  
ALWAYS IN STOCK.  
ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.  
WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.  
LADIES' SPECIAL TOILET ROOM.  
PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,  
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.  
Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are refitted to give the effect of coolness.  
Price from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

## LEVY HERMANOS

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

## EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Women's Building.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 878.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

## CHAZALON &amp; CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and  
SPIRITS direct from the Growers in France, we are in a position to supply these  
requisites of the best quality and at the lowest possible prices, thus defying competition.

## EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bots. Bordeaux.
3 " " Beaujolais (Burgundy).
3 " " Vin Rosé.
3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

## CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,  
we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—  
Mousseux Blue Seal { Moët & Chandon { 42 " " qt.  
White Star { 50 " " " "  
Brut Imperial {

## WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend at \$13.50 per case of 1 dozen quarts.  
Black and White at 17.50 " " " "  
Royal Household at 20.50 " " " "

We request of connoisseurs the favour of a trial of the products we offer, being convinced  
that they will find them of excellent quality at the same time as they are moderate in price.  
Hongkong, 9th June, 1904.

[707]

## Hotels.

OCCIDENTAL  
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1903.

[3]

## For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 20th May, 1904

[641]

## FOR SALE.

INCANDE-  
SCENT

Gasoline

Lamps of all

descriptions

at the best

prices.

Lamps fixed

up for Buyers

free of charge.

See Notice of

the new kind

kept in stock

at

TAI KWONG CO.,

15, Lyndhurst Terrace,

Hongkong, 17th November, 1903.

[51]

## Intimations.

F. BLACKHEAD & CO.,

HIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

HANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

15, DES VUEUX ROAD CENTRAL,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FEKUSON'S SPECIAL CREAM

and

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY, the 22nd June, 1904, at NOON, alongside Messrs. Douglas, Laik & Co.'s Wharf, The Steam Launch

"FIREFLY," Length 35 feet, breadth 8 feet 3 inches, Depth 4 feet 6 inches, Engines 2 H.P., 41 inches, Stroke 5 inches, Boiler 10 lbs., Keel condensing and feed heating, Three months old, Shelter deck forward for 10 persons. She has a Government Licence to carry 17 passengers.

TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 17th June, 1904. [735]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY, the 22nd June, 1904, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street), The Wreck of the French Steamer "HOIHAO," as she now lies stranded in South Channel in Hainan Straits, near Hainan Head. TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 17th June, 1904. [734]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept first class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 18th May, 1904. [5]

## Intimations.

## DOCTOR.

WANTED IMMEDIATELY for EMIGRATION STEAMER. Must be a British subject.

Apply—"T.C.E.D." C/o Hongkong Telegraph Office Hongkong, 15th June, 1904. [723]

## WANTED.

A SMALL STORE IN CENTRAL OF QUEEN'S ROAD.

Apply to—"B.C." Hongkong, 9th June, 1904. [708]

## NOTICE.

## COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG HING & Co., 474, Des Voeux Road West, are the SOLE AGENTS for the Sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY, Local Secretary.

Hongkong, 8th June, 1904. [701]

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory. In Bags of 35 lbs. net \$2.86 ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th August, 1903. D

ESPECIAL OLD TOM GIN. Marshall and Elvy's

**Satinette**

## DOUBLY DISTILLED

## AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Voeux Road.

Hongkong, 11th May, 1904. [608]

## FOUND.

AT ST. JOSEPH'S COLLEGE, on the evening of the 15th ult., an OVERCOAT. Owner can have same on application to—

THE DIRECTOR, St. Joseph's College, Robinson Road.

Hongkong, 8th June, 1904.

## Intimations.

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the GENERAL MANAGERS of this Company to issue to the RUSSO-CHINESE BANK of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz:—

Scrip No. 69 Nos. 17,826/17,850—25 shares in the name of George Hutton Potts.

Scrip No. 379 Nos. 36,380/36,429—50 shares in the name of Cutchick Paul Chater.

Scrip No. 380 Nos. 36,430/36,479—50 shares in the name of Cutchick Paul Chater.

Scrip No. 550 Nos. 44,759/44,783—25 shares in the name of George Hutton Potts.

Scrip No. 873 Nos. 54,511/54,575—50 shares in the name of Solomon Sassoon Benjamin.

have been lost or destroyed. Notice is hereby given that if within Thirty days from the First June instant no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th June, 1904. [714]

THE ROBINSON PIANO Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY FINE SAMPLES

OF

UPRIGHT PIANOS

RACHALS,

STUART,

&c., &c., &c.,

—AND—

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [30]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1]

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

IS now in a position, in his New and Commodious Premises, to supply as heretofore ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS

a specialty.

Hongkong, 12nd September, 1904. [51]

## TRADE IN HUMAN LIFE.

DREADED OBEAHMAN OF JAMAICA KILLS FOR GAIN.

In Jamaica, the most beautiful of the West Indian Islands, there slumbers beneath the smiling exterior of things a volcano of dark superstition and savage fanaticism, which occasionally becomes active with deadly results. The high priest of Obi or the obeahman, as he is more commonly called, wields a power in the land that the stringent measures adopted against him by the British government have been unable to put down.

One may read in the Jamaica papers quite frequently of the imprisonment and, where murder can be proved, the execution of some member of the deadly brotherhood of Obi.

The practice of obeah is said to have first arisen in Egypt, taking its name from the idol continent of Africa, and with the importation of slaves from the Guinea coast to the West Indies was transplanted to a soil in which it flourishes with ever-increasing virulence. The old planters were aware of the deadly character of the obeahman, and as it was supposed that he carried his magic, or obeah in his hair, all slaves were shaved before being landed.

One of the most noted men of Jamaica, Judge Joseph Huribut, in sentencing an obeahman convicted of the poisoning of an entire family to death recently, said: "It is my belief that a special statute should be put into effect against this baneful practice. I do not doubt many men quite as dangerous as this prisoner are at large to-day. Obiah is the most serious problem the modern West Indies have to face. No man can be said to be safe from sudden death until this thing is stamped out by the most stringent measures."

Outwardly there is nothing to distinguish the obeahman from the ordinary villager, unless it is perhaps his sinister look and peculiar slouching gait, as, carrying in one hand a long stick and in the other a cotton bag containing bits of broken bottles, cats or dogs' teeth, nails, bones, pins, bits of cloth, &c., he shuffles along the country roads or back trails on some deadly mission. Besides his more sinister trade of death the obeahman deals in love philters and charms. It is, too, a well-known fact that in cases of law suit an obeahman is retained as well as a lawyer. Usually he "works" at home on the case, but occasionally he accompanies his client to court for the purpose of casting spells on the prosecutor and his witnesses and influencing the judge and jury.

The obeahman is well versed in all the vegetable poisons of the island, and sometimes cultivates in some remote valley in the mountains a patch of deadly plants. He knows that the presence of vegetable poison is much harder to detect than that of mineral. One of his favourite methods of poisoning, which is diabolical in its ingenuity, is to soak the undergarments of an intended victim in a strong decoction of poisonous herbs. The poison is, of course, absorbed by the perspiring body of the owner of the "doctored" garments, and his mysterious death soon follows.

Frequently dreaded with the obeahman are the "mail people," or the "fan-eyed." The mailman is believed to injure his own or his clients' enemies by depriving them of their shadows. It is believed that once the shadow of any one is taken he can never be healthy, and in the event of his failing to recover it he must inevitably pine away and die. The shadow, when taken, is supposed to take up its habitation in the giant cotton or ceiba tree. This tree, like the Druidical oak, is still worshipped in Jamaica, and sacrifices are offered at its roots to appease the wrath of the "duppies," or evil spirits. So great is the Jamaican veneration for the cotton tree that one is never cut down, it being the belief that in such a case "the deaths," dwelling in its buttressed roots, would enter the ax-wielder's soul.

The ceremony of recovering the "taken" shadow is very curious. The "shadow-catchers" are known as "angel men." They charge exorbitant prices for their work, and are the aristocracy of their profession. The person desirous of regaining his shadow must neither drink nor smoke for several weeks.

When he is declared "fit" by the "angel man" the whole village troops to the nearest cotton tree and, forming a ring, dances about the "worker" and his client, chanting:

Lord, have mercy, oh!

Christ, have mercy, oh!

Obeah pain hot, oh!

Lord, we come (or) pull he, oh!

A no we put he, oh!

A pirit tek he, oh!

An' we come (or) pull he, oh!

Shadow, you fadder want you, oh!

Bwoy, you fadder want you, oh!

Bwoy, your modder want you, oh!

Faster and faster the ring circles, till many fall exhausted. When the "angel man" concludes things have gone far enough he gives the signal to stop, and declares his client restored to health. Then the cotton tree is pelted with eggs and newly killed chickens placed at its roots to compensate "the deaths" for the loss of their shadow.

However childish the obeahman and his devices may appear to the enlightened foreign reader, he is a very real and very serious menace to the West Indies.

With a compound of the fine fur from the inside of the bamboo he inoculates his white enemies with the seeds of tuberculosis. With ground glass placed in their food he prepares the way for an agonizing death. So skillfully does he work that the victim, while conscious of feeling ill, does not realize till too late that he has incurred some servant's hatred for some probably fancied injury, and that the obeahman has been called in.—New York Times.

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## A WOMAN'S TERROR.

THOUGHT SHE WAS GOING BLIND.

WHAT DR. WILLIAMS' PINK PILLS SAVED HER FROM.

Mrs. Young, 87, Yorkhill-street, Overnewton, Scotland, suffered, as the result of almost entire bloodlessness, from a very severe form of chronic Dyspepsia or Indigestion. This led to a diseased state of the Liver, which (as often happens) caused the optical illusion of black specks floating before the eyes. Not understanding her ailment, Mrs. Young was greatly alarmed, and thought she was going blind. Anemia or bloodlessness is often a cause of Indigestion.

Our food nourishes us by being dissolved in the stomach and absorbed by the blood. If this blood is in a thin, watery state, which is really what Doctors mean when they say we are Anemic, or have "Too Little Blood" (the same thing put into English) it is unable to absorb nourishment from the food. Consequently we become thin, pale and weak, and the stomach is irritated by the presence of food which it cannot digest, and that is what we call Indigestion, or, if we prefer to speak Greek instead of good, plain English, Dyspepsia. The Liver suffers along with the stomach from the inability of the blood to do its work, and then we have Bile, a nasty, dull pain between the shoulders, spots floating before the eyes (seen by ourselves, but of course invisible by other people), and presently disease of the Kidneys, which gives rise to a pain in the small of the back and other symptoms.

Now, the old-fashioned way of treating such a state of the body is to excite the stomach by purgatives or opening medicine, antibilious pills, and other irritating drugs, still ignorantly taken by many people. But the new, scientific cure is to remedy the cause of the disease by taking something which enriches the blood and purifies it of bad matter. Dr. Williams' Pink Pills for Pale People make New Blood. This New blood, rich, pure and (what is very important to women) regular, absorbs nourishment from the food, and not only cures the Indigestion itself, but also greatly strengthens the body, giving plumpness and a good colour to the cheeks and lips. It is, in fact, New Life. Dr. Williams' Pink Pills for Pale People give New Blood with every dose, and their wonderful effect is quickly felt, especially in the appetite and digestion.

It was this modern, scientific treatment which cured Mrs. Young. She says:—



Mrs. Young. (From Photograph by Turnbull & Sons, Glasgow.)

"Some time ago I was operated upon for a serious inward complaint, which left me weak and ill. I hardly had strength enough to walk. Everything I did was painful. I seemed almost bloodless. If I walked but to the end of this street I felt so faint that I clutched at the railings to avoid falling. I could see black specks in front of my eyes, making me partially blind. This greatly alarmed me, as I had a great horror of going blind. In the morning I felt sick, my mouth was dry, and my breath horrible. I really thought that I was slowly but surely dying."

"I chanced to read of a person who had been cured of a similar complaint by Dr. Williams' Pink Pills for Pale People, and I decided then and there that I would try them. I was amazed at the improvement even before I had got through the first bottle. Food, for which I had had such a distaste, was now enjoyable, and by the time I had finished the contents of the second bottle, I was in splendid health. I could walk about with ease, and could mount the stairs without stopping for breath; and I had no more of the fearful headaches which had been so overpowering. The nasty taste in my mouth also disappeared, as well as the sickness in the morning. I used to be as white as the tablecloth, but since taking Dr. Williams' Pink Pills I have had a healthy colour. And they have had another effect on me. Before taking them my hair began to come out; now it has grown thickly again. No doubt my hair was affected by the general weakness of my constitution. I have been altogether a different woman since taking Dr. Williams' Pink Pills."

Dr. Williams' Pink Pills for Pale People are not a cure-all. They cure the one thing that is the cause of numerous diseases—poor blood. Acting on the blood, and on the nerves through the blood, they have cured Anemia, Bile, Constipation, Bronchitis, Excess of Pitts, Gout, Heart Disease, Paralysis, and the ailments which women suffer in silence. The full name on the pink wrapper is a guarantee of genuineness. Refuse pink pills that don't bear Dr. Williams' name. You can send direct for the pills to Dr. Williams' Medicine Company, Holborn-viaduct, London, enclosing the price, 2s. 6d. (or 13s. 9d. for six bottles); but the best plan is to ask for them at a shop where they sell you what you ask for and don't try to palm off Substitutes upon you. Substitutes never cured anyone, but they bring more profit to the shopkeepers who try to sell them, and who would rather make more profit for themselves than supply what will really do you good. You should avoid Substitutes and the people who keep them.

One of the most useful Institutions of this country promises to be The Diabetic Institute of London, established for scientific research into the origin, cause and treatment of Diabetes and the secondary symptoms: gout, rheumatism, carbuncles, etc. Hardly any disease is so little understood, and at the same time so insidious and dangerous as Diabetes, which, according to the highest modern authorities, is curable after all, when treated in time. If interested, write to the Diabetic Institute, St. Dunstan's Hill, London, E.C., for free information. [718]

## Intimations.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [643]

## ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

## REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINGLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374. Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904. [677]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

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Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 12th April, 1904. [61]

## To Let.

SEMI-DETACHED HOUSE TO LET. 25, "WOODLANDS VILLAS," LOWER SEYMOUR ROAD. Immediate Possession. Four large Rooms, Bath Rooms, etc. Garden.

Apply—"M." Above address. [532]

Hongkong, 17th June, 1904.

TO LET.

LARGE HOUSE. SIX SPACIOUS ROOMS and many others. No. 35, Caine Road.

Apply to—YEW KEE BANK, 135, Queen's Road. [736]

Hongkong, 18th June, 1904.

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—SECRETARY, A. S. Watson & Co., Limited. [729]

Hongkong, 16th June, 1904.

TO LET.

TWO ROOMS and a BATH-ROOM, in a house facing the Sea, at Kowloon.

Apply to—"X. Y. Z." C/o Hongkong Telegraph. [730]

Hongkong, 16th June, 1904.

TO LET.

NO. 1, RIFON TERRACE in FLATS. No. 4, RIFON TERRACE.

Apply to—WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, COMNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

"ROSENEATH," KOWLOON.

No. 1, CLIFTON GARDENS.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [660]

Hongkong, 7th June, 1904.

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. [496]

Hongkong, 26th March, 1904.

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904. [49]

TO LET.

## Intimations.



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LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

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	Per Case	Per Case
	1 doz. 1/2	2 doz. 1/2
ST. ESTEPHE	8.00	9.00
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These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

## THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

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PROMPT RETURN.

Hongkong, 8th January, 1904.

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Telephone: No. 311.  
Hongkong, 3rd May, 1904.

## NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## MARRIAGES.

On the 11th May, at Paris, G. BILLOTE, to KITTY, daughter of E. Nathan, of Singapore.  
On the 11th May, at Whitfield, C. J. WHARRY, M.D., to DOROTHY, Clare Hills.

## DEATH.

Mr. JOHN DONOUGH, formerly of Messrs. Gilliland Wood & Co.

**The Hongkong Telegraph**

HONGKONG, MONDAY, JUNE 20, 1904.

## LOCAL AND GENERAL.

THE French mail of the 17th May was delivered in London on the 16th inst.

A WIRE to the Manila *Cablenews* says that a report has been received at St. Petersburg from Admiral Skrydloff notifying the Tsar of his safe return to Vladivostok.

THE Legislative Council, at Singapore, has approved of the expenditure during the current year of a sum not exceeding \$6,000 to provide for the salaries of a crew for the upkeep of the steam disinfecting lighter belonging to the Port Health Officer's Department.

At a meeting of the Singapore Legislative Council, the Hon. Mr. Turner gave notice of the following motion: That a Commission be appointed to draw up a scheme for the importation of labour for all public or Municipal work whether to be carried out departmentally or otherwise.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 19th June, 1904:—

	Library	Museum
Not-Chinese	235	111
Chinese	73	1,662
Total	998	1,773

THERE is good authority for stating that a special Siamese Mission is going to England shortly to discuss with the Foreign Secretary various questions arising out of the recently concluded Anglo-French Agreement. The Mission will, it is understood, subsequently go to Paris, where its members will be received by M. Delcasse, the French Foreign Minister, for a similar purpose.

THE French cruiser *Foudre*, Capt. Guepette, has passed through Colombo Harbour, bound for Saigon. On board are two submarines, which are destined for service in the Far East. They are kept covered up on the ship, and the utmost secrecy is exercised with regard to them. These submarines are all sister boats. They were built at Cherbourg in 1902, and are one-screw little craft of 68 tons displacement. Their dimensions are 77 ft. long, 7.6 ft. broad 8 ft. deep. Their maximum speed is 8 knots and they carry five men.

THE Dragon boat festival was celebrated throughout China on Saturday, and many people here took launches to Aberdeen and there witnessed eight unique craft, nearly ninety feet in length, being pulled by sixty rowers over a stipulated course. There were three races, the prizes including silk banners given by the Hongkong & Whampoa Dock Co., Ltd., Mr. W. B. Dixon, and the Opium Farmer, money presented by Messrs. Dixon, J. W. Hand, A. P. Langley, Chan Ah King, Li Ping and the Opium Farmer.

AMONG several strange discoveries in the fort at Gyangse was that of a room containing scores of heads, some quite recently cut off. This is unusual in view of the well-known Buddhist prohibition against the taking of life. The Tibetans were generally supposed to avoid a literal infraction of the commandment by allowing the victims to starve to death, but this discovery points to regular executions in Gyangse. Such of the articles, valuable or curious, found in the fort as were not immediately connected with religious worship will be handed over to the Indian Government for distribution among British and Indian museums.

HENCEFORTH ships' captains who do not carry out their prize firing or rifle practice must furnish an explanation why this has not been done. The Admiralty have issued orders that all ships where the prize firing has not been completed by December 31, and rifle practice by June 30, in any year, must submit a return setting forth the causes of this non-completion. But although the Admiralty are keen enough to know all about these matters themselves they do not approve of the public having too much information on the subject, and a hint has been given to officers and men that they should not supply news about gunnery if any press correspondents.

## THE EXCURSION TO MACAO.

## PAROCHIAL MUNIFICENCE.

## THE DISTRICT AGED AND POOR.

(From Our Own Correspondent.)

Macao, 20th June.

Church festivals at Macao, by reason of their frequency, lose much of the sanctified reverence attached to like ceremonies in cities where they do not impinge so much upon public attention. Many are the festivals at Macao; each season witnesses the ceremonial appointments to it, and each parish celebrates at the proper time the feast of the patron saint after whom it is named. By historical association and by the antiquity of the establishment of the institution, there is probably no other saint day in Macao when the celebrations are so generally observed or so largely contributed to for their success by the European and the native communities than is the feast of the patron of the parish of St. Anthony. To British residents and to the European inhabitants of Hongkong, this district has more than a transient interest. It was here that the British factory had its establishment in the days of the Honourable East India Company and when the Superintendency of Trade in the Orient had not then found its home on British soil as it was destined in later years when Hongkong, by right of cession, became annexed to the British dominion at the end of the First China War. With becoming devotion the residents of the district keep up the day year after year; but the programme of festivities on this occasion was arranged on a scale surpassing those of its predecessors. Confined to the people in the Holy City alone enthusiasm has been sufficiently aroused because of the fame surrounding the hallowed name of the Portuguese Patron whose intercession has been appealed to and not in vain by many who believed themselves in circumstances calling for divine aid. Many there are here who ascribe to the fervour of their prayers to St. Anthony the Providential dispensations which persons sharing the creed alone believe possible and amongst whom the term "miracle" possesses a significance not readily granted by those of a different denomination.

With a view to interest the Catholic community in Hongkong also, the local committee responsible for the past two days' functions advertised their programme extensively through the medium of the Portuguese press as well as by a large number of handbills circulated in the Colony. In addition to the regular liner making the trip on Saturday three boats were put on the run on Sunday as special excursion steamers. The

VOYAGE OF THE "HUNGSHAN" last Saturday deserves more than a cursory mention. Rarely has the Queen of our river service carried a larger number of saloon or first class passengers than did the palatial *Hungshan* the last week end. In the first class there were no less than 302 passengers while she carried in the saloon a good few also; 36 amongst ladies and gentlemen, I believe. The number that travelled in the steerage was also good considering the time of year, about 400 in all. The spacious deck provided ample accommodation for all; but it was very evident that when so large a number of people was on board the ubiquitous chief officer (Mr. John Boardman) was most solicitous as to the comfort of one and all, especially the ladies and children of whom the proportion seemed about equal with the gentlemen. Mr. Boardman was here, there and everywhere with the Chinese sailors disposing of the seats and benches in most advantageous positions, and soon made all thoroughly at home during a most pleasant three-hour passage from wharf to wharf.

The fine, new s.s. *Charles Hardouin*, of the Messageries Cantonaises, and the familiar *Wing Chai*, of the Ming On Co., received equal shares of public patronage on Sunday. Between them they conveyed about 400 European excursionists from Hongkong.

## MACAO'S POOR.

The principal feature of the two days' festivities was undoubtedly the distribution of the gifts to the poor. Previous to this very interesting function, solemn *Vespers* were sung in the Church of St. Anthony near Camoes Garden. His Lordship the Bishop of Macao officiated and was assisted by the Rev. Father Alvarez and the Rev. Fr. Luz. The service over the clergy, the congregation and the public repaired to a match erected on the ground adjoining the church yard in Camoes Square. This structure was specially put up for the occasion and under its thatched roof were spread on improvised tables the gifts which were distributed in accordance with numerical allotment to the aged poor entitled to them and who were regular registered recipients in the books of the Church. There are about three hundred such, and they are all old women, including Chinese, in various stages of senility. Some, indeed, old age had so enfeebled that it was only with difficulty could they be led by the arm by one of the Daughters of Mary (as the members of the society are called) to approach the appointed committee-man to receive her basket with the contents of her apportioned share. It consisted of rice, wine and fruit upon which the Prelate pronounced his benediction in the name of the Father, Son and the Holy Ghost. The girls of the "Casa de Beneficencia" (Home of Beneficence) sang suitable hymns during the progress of the distribution. There was an immense crowd assembled, including almost all the visitors from Hongkong. Amongst the ladies taking part was noticed Mrs. Tse Yat, wife of Mr. Francisco Tse Yat, of the well-known firm of Wing Kee & Co., coal merchants of Hongkong.

On the approach road to St. Anthony's an arch was erected made of green foliage, surmounted by a large frame showing the proposed Cathedral of St. Paul's re-built from the ruins of the church of that name. This ancient historical landmark in the City is about to be restored to its full grandeur as a monument to the original frontispiece in granite preserved. The dome and the orthodox steeple are depicted on the frame. On the reverse in bold letters an inscription in Portuguese, English and Latin appealed to the public for subscription in aid of the building fund. It is estimated that the amount required for rebuilding the stately edifice to the plans and specifications prepared by Mr. Casu is two hundred thousand dollars.

At the base of the arch which led the way to the fête grounds three young girls in charming costume and of comely appearance kept guard of the visitors, who were not granted the right of way, until some small donation was made. The collecting bags were in charge of the two Misses Hidalgo and Miss Almeida who accounted for over \$100 in "gate money."

THE DAY'S PROGRAMME. In the early morning of yesterday a copious shower of rain threatened to spoil the decorations and the illumination for Sunday night for which preparations had begun the previous evening. Fortunately the downpour was not continuous and as the day wore on a genial sun shone not uncomfortably hot for the visitors who were round and about the city all day long. The morning's shower had tempered the atmosphere.

At 8 a.m. there was general Communion for the poor of St. Anthony's. At ten o'clock a Pontifical High Mass was celebrated, His Lordship the Bishop of the diocese officiating. Music was rendered by the orchestra of St. Joseph's Seminary.

In the afternoon at four o'clock *Vespers* were again sung as on the previous day, being followed by a sermon and the benediction of the Blessed Sacrament. The procession began at 5.30 p.m. There took part the Bishop, all the clergy and the Catholic community. The statue of St. Anthony, carried through the streets to the St. Cathedral and back again to the parochial church, was a gift of the Bishop and was made to order in Manila. It rested on a massive, gilt, carved pedestal presented by one of the Hongkong devotees. It was nearly 7.30 p.m. when the service was over.

## THE BAZAAR.

In the course of the afternoon a bazaar was held and was largely patronized by the visitors from Hongkong to whom the charitable object of the fête seemed particularly to appeal. The fair was continued throughout the evening, and it is understood that the results far exceeded the expectations of the organisers of the show. Besides numerous gentlemen who assisted in the success of the bazaar thanks are due to the following ladies for the willing assistance rendered towards a worthy cause. The Lottery Stall was presided over by Miss Jorge, assisted by Miss Ignor Jorge, Benita and Gabriela Caldas Julia and Celeste Meneses, Franco, and Silva (2). The Flower Stall was attended by Miss Rocha, Misses Maria and Victoria Noronha, and Maria M. dos Remedios. The Bar was profitably and successfully run.

## THE PYROTECHNIC DISPLAY.

At night was the subject of general admiration. It contributed to the pleasure of a large number of children and other who saw it for the first time. Chinese literally thronged the streets to watch the artistic exhibition of fireworks manipulated by Chinese from Canton. The display lasted until about midnight when the fête was brought to a close. A word of praise must be accorded the bandmaster and the town Band for the programme of music which it discoursed throughout the evening to the enjoyment of all.

While hundreds of excursionists returned by the steamers last night, the majority preferred to return by *Hungshan* this morning. The return journey was accomplished in the same quiet and comfortable manner that attended the trip on Saturday. Of Chinese passengers the steamer took over to-day more than 700; there were some 340 Europeans. If a suggestion might be preferred to the management of the river-boat company, I think it would be a gracious concession and one not likely to be abused if the first-class passengers were to be allowed, in the summer months, on the weather deck aft of the saloon skylight. The reservation for the select passengers might still be maintained. If the privilege is conceded there can be no doubt that the *Hungshan*, with its genial officers, now the most popular boat on the run, will be even more greatly appreciated than it has been in the past. The Directorate of the H. K. C. & M. Steamboat Co. will perhaps accord this small suggestion a measure of attention.

## THE FLEET

## GOING NORTH.

The British fleet, comprising eight ships and two destroyers, left Woosung on the morning of the 15th inst. and anchored off the North Saddle. Apparently they are to remain some time in that vicinity, as arrangements have been made for sending the mails off to the ships. It is definitely announced that the Fleet will go to Weihaiwei at the end of this month.

## AT THE THEATRE.

On Saturday evening the Fanny Stanley Opera Company gave a very interesting entertainment. The evening opened with a musical comedy by Offenbach, *The Rose of Aversburg*. The short act was well stayed and the singing of Miss Stanley and Messrs. Driscoll and Phillips, who composed the cast, was very good indeed. Part II consisted of a short variety show. Mr. L. Grevess sang *The Penny Whistle*, and Miss Flo Nightingale gave a sweet rendering of the ballad, *I want to see the dear old home again*. The other members of the company also gave various songs and dances, and the audience, which downstairs was a crowd, was united with its applause. Miss L. Grevess scored a big success in the cake walk and proved herself to be a really clever dancer. The evening terminated with a comic dance, the music of *Johny in the Window*. This evening the company will perform a performance of *The Merry Widow*, and will also give a performance of *The Merry Widow*.

## CRIMINAL SESSIONS.

The Criminal Sessions were resumed this morning before the Chief Justice, Sir W. M. Goodman.

## MANSLAUGHTER.

Ho Yon Sung was charged on indictment with the manslaughter of Chak Tsun on the 18th May last. Prisoner pleaded not guilty, and the following jury was sworn:—Messrs. L. Knox, F. A. Mackintosh, J. Hemmings, W. O. C. Spalckhaver, C. E. P. Herby, E. S. Joseph, and Chow Dart Tong.

Sir H. S. Berkeley, the Attorney General, opened the case, describing the manner in which the crime was committed. Prisoner was a Hakka, and was taking the part of one of his friends in a quarrel which took place at 10.15 Moon Street, between some raitan workers and Hakka men. The accused, during the scrimmage which ensued, jabbed the deceased with a pointed bamboo, which was produced in Court. A post-mortem examination disclosed that Chak Tsun had been violently assaulted; his breast bone was broken and the heart punctured by the broken bone. This wound was supposed to result from someone jumping on, his chest after he had been knocked down by the prisoner. It was not claimed by the prosecution that the wound made by the bamboo had caused death, but prisoner was amongst the Hakka men who attacked the raitan workers and was consequently guilty of manslaughter. Evidence was led and prisoner was found guilty and sentenced to five years' hard labour.

## ALLEGED ROBBERY.

Another Hakka man, named Pun Tam On said to be a stone mason, then pleaded not guilty to a charge of robbery, the following jury being called to try the case:—Messrs. Y. V. Carlowitz, H. A. Burke, P. Helsh, R. Henderson, P. Teater, C. H. Falloon and G. P. M. Keith.

The Attorney General stated that on the night of May 24th four men entered a house at Hok Un, at the back of the Cement Works, Kowloon, in which Sin Kiu and her husband were living. The marauders bound the couple down and ransacked the house, \$100, five jackets, five pairs of trousers, one jade stone bangle and one pair silver bangles being stolen. After securing the articles and money the intruders decamped. Some time later—about a fortnight—the woman saw the prisoner in the street. She recognised him as being one of the men who had entered the house, and gave him in charge.

The prisoner, who denied having committed the robbery, was employed at Cheungshawan, and said was not at Hok Un at the time of the crime.

The jury returned a verdict of not guilty by a majority of six to one, and the accused was discharged.

## ALLEGED FORGERY.

Ng Tseung pleaded not guilty to a charge of forging the name of Chan Chung to a receipt for \$21, being compensation money due to Chan Chung by the Hongkong Government.

The following jurors were sworn:—Messrs. E. W. Terry, D. J. Pettigrew, H. Elmer, A. H. A. Kloeckner, P. R. Wolf, E. Mast, and C. W. Hensler.

The Attorney General explained that, from 1888, Chan Chung was the holder of a squatter's license and when he died in 1898, the license had been applied for and granted annually. His death was suppressed, and the prisoner impersonated Chan Chung for the purpose of securing the license. Last year the Government desired land for the purpose of building a disinfecting station, and a portion of Chan Chung's land was chosen. The compensation fixed for it was \$21, and the prisoner called at the Land Office and signed a receipt for the money in the name of Chan Chung. Then it came to the knowledge of the authorities that Chan Chung was dead. The defence was that a man had bought the land from Chan Chung and that the purchaser sent the accused to the office to collect the money.

Twelve months' hard labour.

## NATIONAL PROGRESS.

## IN WEALTH AND TRADE.

Mr. Arthur L. Bowley, M.A., F.R.S., teacher of statistics in the University of London; Cobden and Adam Smith Prize man, Cambridge; and author of "Wages in the Nineteenth Century," "Elements of Statistics," and other works, has now written a volume, entitled "National Progress in Wealth and Trade." He has collected interesting statistics illustrating the economic history of the United Kingdom during the past twenty years, and endeavours to establish the following statements:—(I.) that our information is not sufficient to allow us to form an absolutely certain judgment as to our recent progress; but (II.) that, so far as it goes, it suggests that very remarkable and stable progress has been made in recent years in those aspects of national well-being which are generally considered in measuring prosperity. The studies are intended to emphasise the need of caution and careful inquiry. We have read the little work, and find it a conspicuous instance of the way in which a book of instruction on a difficult and complex subject can be compressed into a pocket volume. Mr. Bowley, who, by the way, is a brother of our Crown Solicitor, after pointing out in his introduction that the intention of the pamphlet is not controversial and emphatically not political, devotes a chapter to interesting material on the progress of the nation; another on production, trade and commerce; and a third, on the progress of foreign nations. In conclusion, he mentions various groups of reports that suggest should be called for, and says that "we need a department, or other organization, which should think out what information is needed and how it can be obtained, and should furnish a body of literary and statistical material from the fact which it is the duty of government to show." Such an organization, he says, should be established, and should be empowered to collect and publish the statistics of the nation, and to make them available to the public in a form which would be of the greatest service to the nation.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

## THE WAR.

CAPT. CAMPBELL LOST

WITH THE "HITACHI MARU."

(From Our Own Correspondent.)

YOKOHAMA, June 18th,

10.45 a.m.

Capt. Campbell, commanding the *Hitachi Maru*, went down with his ship, off Genkai, on the 15th inst.

"SADO MARU" DRIFTING.

CHIEF ENGINEER A PRISONER.

OTHER TRANSPORTS MISSING.

The machinery of the *Sado Maru* was damaged by two shells, and the vessel has been seen drifting at sea.

Nearly all aboard were saved. Chief Engineer Kerr was taken prisoner by the Russians.

Nothing has been heard of the *Izumi Maru* or the *Enoura Maru*?

## REPORTED RUSSIAN

## DISASTER.

According to a Moji telegram to the *Hochi*, a Russian warship has been sunk off Shimanekin.

\*The above telegram was issued as a special "Extra" on Saturday at 9 p.m.

## EXCHEQUER BONDS.

The second issue of the Exchequer Bonds was oversubscribed three times.

## Bengal Opium.

(From Our Correspondent.)

CALCUTTA, 20th June.

The Government has decided to sell, during 1905, in monthly sales, the following opium:—

24,000 chests Patna opium (2,000 chests per month).

24,000 chests Benares opium (2,000 chests per month).

This is the same quantity as the Government is selling during the present year.

## CHINESE IN SOUTH AFRICA.

## FIRST BATCH ARRIVES.

In our issue of Saturday it was mentioned that the s.s. *Tweeddale* was expected at Durban that day. Messrs. Gibb, Livingston & Co. now write to inform us that, "the s.s. *Tweeddale*, which left here on the 29th ult., for Durban, Natal, with the first lot of Chinese labourers for the Transvaal, arrived at destination on the 18th inst."

## THE HEALTH OF HONGKONG.

Since the beginning of the year 512 cases of plague have come to the notice of the sanitary authorities, of which 303 have proved fatal. Last week 53 cases (with 31 deaths) were notified, and of these two were imported from Singapore and one from Canton. During the seven days ended on Saturday three fatal cases of cholera, two of enteric fever, and one of small-pox were reported as having occurred among the Chinese community.

## SHIPPING AND MAILES.

## MAILS DUE.

German (*Roon*) 21st inst.  
Indian (*Namrang*) 22nd inst.  
Canadian (*Athenian*) 28th inst.  
Indian (*Suitang*) 29th inst.  
Canadian (*Empress of Japan*) 4th prox.

The Imperial German Mail s.s. *Roon* left Singapore on 17th inst., at 10 a.m., and may be expected here on 21st inst., at 4 p.m.

The M. M. Co.'s s.s. *Toutin*, with the next French Mail, will leave Singapore on 20th inst., at 3 p.m., for this port via Saigon.

The H. A. L. s.s. *Wesley* from New York left Manila for this port on 18th inst., at 10 p.m., and may be expected here on 21st inst., at 4 p.m.

The Imperial German Mail s.s. *Zieten* left Shanghai for Hongkong on Saturday, 19th inst., at 10 a.m., and may be expected here on 21st inst., at 4 p.m.

The Imperial German Mail s.s. *Zieten* will leave Hongkong for Shanghai on Saturday, 26th inst., at 10 a.m., and may be expected here on 21st inst., at 4 p.m.

## TELEGRAMS.

(Reuters.)

## The War.

LONDON, 17th June.  
A despatch from Admiral Stackelberg timed early morning 16th instant describing the battle at Wa Feng Kau says a superior force of Japanese on the 15th turned his right flank and compelled him to retreat northwards by three roads. His losses were heavy. The Japanese fire wiped out two batteries and thirteen out of sixteen guns were destroyed and abandoned.

LATER.

## The Murder of the Governor of Finland.

General Bobrikoff, the Governor of Finland, who was recently shot at by a son of the Senator Schaumann, is dead.  
The murderer of the late General Bobrikoff belonged to the pro-Swedish party in Finland which is composed chiefly of the higher classes.  
Governor Heikikoff of Warsaw had a paralytic stroke on hearing of General Bobrikoff's murder.

## The Gordon-Bennett Motor Race.

The Gordon-Bennett Motor race at Homburg was won by M. Thery, a Frenchman. M. Jenatton, a German, was second, the Englishman was not placed. No one was hurt. There was a huge assembly. The Emperor and Empress and many Royalties were present.

## Dissensions in the Cabinet.

It is understood that there are marked dissensions in the Cabinet regarding the Army reforms.

## Sale of a Steamer to Japan.

18th June.  
The Glasgow steamer *Kirkdale* has been sold to Japan.

## Italian Diplomatic Appointments.

Count Gallina, the Italian Minister at Peking, has been appointed to St. Petersburg, and will be replaced by M. Baroli.

## RUSSIA AND WIRELESS TELEGRAPHY.

PROTEST BY THE "TIMES" CORRESPONDENT.

Upon the publication of the Russian order regarding wireless telegraphy, the *Times* correspondent on board the "Haimun" telegraphed his journal in London as follows, the message being dated from Wei-hai-wei, April 18th:—

"Information has been conveyed to me that Russia threatens to treat correspondents using wireless telegraphy at sea as spies. As the *Times* is the only journal which employs this means of communication, this is a direct threat upon the ship system, directed by me. It behoves me, therefore, to inform the world at large of the course I am pursuing and to call upon the several Governments interested to protect their citizens who are in the employment of the *Times*."

"The definition of a spy in international law is one who disguises his true identity and insinuates himself within hostile territory for the purpose of communicating with the enemy."

"If I had insinuated myself into Russian waters and had communicated with the Japanese I might come within this category. But I am guilty of neither of these insinuations."

"I possess a system of wireless telegraphy which, even if the messages were not veiled by a cipher, neither the Japanese nor Russian instruments can record. The messages go to a neutral cable office and thence to London, no one having access to them."

"I have never yet sailed in Russian waters; all my messages have been sent from the high seas or from neutral waters."

"I would point out that all the fighting I have witnessed could have been placed with neutral cables after a few hours' steaming. No power ever dreamed of interfering with neutral cable offices, and the wireless system is only a means of accelerating the dispatch of the messages."

"I trust that the Governments interested will insist that the Russians shall confine their threats to Russian waters."

Upon this subject the *Times* correspondent at New York says the *New York Times* thinks that Admiral Alexieff's desire to seize vessels and treat correspondents as spies may be explained by the Russian Commander's exasperation at Russia's continued defeats and losses. But Article 13 and 29 of The Hague Convention are clearly inconsistent with this claim, and by those articles Russia, one of the signatory Powers, is bound, and can be called to account if she violates them. To expect Russia to be bound by her promise or signature would, however, be to forget the lessons of experience. The *New York Times* says:—

"The Russian position, however, is characteristic. The Lieutenant of his Imperial Majesty in the Far East does not permit even the journals of St. Petersburg to be fully and truthfully informed of what is going on. He imagines that the interests of his Imperial Master will be promoted by the suppression of truth and will thrive upon ignorance."

The interests of civilization demand that this barbarous new doctrine shall be stamped out at the moment of its invention. This undoubtedly expresses the general opinion in America, the correspondent says, and concludes:—"The appearance of a long dispatch this morning from your correspondent on board the *Palawan*, vividly describing the latest Russian defeat and disaster, seems to Americans a still more effective comment on Admiral Alexieff's attempt to ignore independent journalism."

## FAILURE OF THE BOER COLONY AT JAVA.

Some of the erstwhile Boer prisoners in Ceylon have added another melancholy failure to the many attempts to found a colony on communistic principles. Nineteen of the Ceylon prisoners refused to take the oath of allegiance to the King and under the guidance of an enthusiast named Van 't Lam decided to settle in Java. The Government granted them land and subscriptions and donations towards establishing the colony flowed in freely. Enthusiastically the 19 Boers set to work to run their settlement on Collectivist principles. They disclaimed to employ native labour and strong drink was forbidden in the settlement. After three months the colonists found themselves unable to agree on a question of discipline and the community broke up. Ten genuine Socialists founded a new settlement and nine Boers are doing fairly well. The nine colonists left at the original settlement fell out. Some returned to ordinary individualism and the high ideals of self-help gave way to the employment of natives and profit sharing. It has been a brave effort on the part of the Boers and their ill-success was mostly due to the high ideals of their leader who set too fine a standard for his comrades to live up to. An exacting discipline split the community and dissension set in. The Government of Java was sympathetic towards an experiment which was a sincere attempt to put the theories of an idealist into practice.

## FROM BALTIC TO BLACK SEA.

RUSSIA'S 1,468-MILE SHIP CANAL.  
To build a ship canal from Riga in the Baltic to Kherson in the Black Sea, to cut in two a continent over 800 miles across, to unite the Mediterranean with the Baltic, thus rendering the Black Sea as a connecting link, thus rendering the separation of the Baltic and Black Sea fleets at an end, to bring St. Petersburg 3,000 miles nearer to Egypt, India, and the Far East, and so provide a new road down which the northern glacier may roll upon the warm lands of the south—this is the stupendous task which Russia has set herself to do, and to encompass which she is ready to spend thirty-six million pounds.

But although a straight line drawn from Riga to Kherson measures only 800 miles, the canal will in point of fact be nearly twice that length. Mr. Ruckteschell, the great Russian engineer, calculates that it will attain the enormous length of 1,468 miles, necessitating a passage of 160 hours, or slightly under seven days.

A portion of the route mapped out by Mr. Ruckteschell, who will probably be entrusted with the building of the canal, consists of navigable rivers; and there is a waterway of some description or other connecting Riga and Kherson already. This will, however, have to be very considerably deepened and widened before it comes of any use for the passage of vessels of deep draught.

In the province of Smolensk, at a spot 33 miles south-east from Riga and 600 north from Kherson, two rivers take their rise in the same marshes. One of them, the Dnieper, after flowing by a circuitous course for 1,300 miles, empties into the Black Sea near Kherson. The other, the Duna, flows more directly to the Gulf of Riga, the town of Riga being situated at its mouth, 577 miles, if the windings of the river are followed, from its source.

These two great watercourses, of which the Dnieper is by far the more important, are connected by the Beresina Canals, by means of which the stream of the same name, a tributary of the Duna, is rendered navigable for rafts and barges.

Having regard to these facts, it would not at first appear that the construction of the canal would present a very difficult task, but it must be borne in mind that rivers in the land of the Tsar have an awkward habit of drying up in the summer and freezing in the winter. Indeed, on some of the canals mentioned traffic is confined to the time of the spring floods, so that, even if the channels are utilised, the water supply will have to come from the outside, and even then it will be just as liable as ever to freeze.

As planned by the engineers, the canal is to be 314 ft. deep, 140 ft. wide at the bottom, and 266 ft. wide at surface. A broad-paved road will be built by the side of the canal for the whole of its length, and thus there will be not only a canal traversing the country from north to south, but a roadway also. The strategic value of such a canal to Russia is impossible to over-estimate.

Were she to go to war with Turkey, the Sick Man of Europe would be absolutely at the mercy of the Bear, who could gobble him up with his eyes shut.

In the event of a "breaking off of diplomatic relations" with any of the other Mediterranean States—Austria, Italy, France, and Spain—the only difficulty would be to pass the ships of war through the Dardanelles; and it is quite within the range of possibilities—Russian possibilities—that this difficulty would be overcome.

Should we ourselves be unhappily at war with the King's nephew, the Muscovite would possess an enormous advantage, always supposing he could pass the Dardanelles for Egypt would be open to his attack, as also Cyprus, Malta, and Gibraltar.

The British fleet, too, would be compelled to watch the Mediterranean and the Baltic, instead of the latter only, as would be the case if Russia had no canal. Such a canal would simplify very greatly the transportation of troops to the trans-Caspian region of the Russian Empire.

Besides the strategic value of the canal, there is the commercial side to be considered. There could be no doubt but that it would prove a tremendous stimulus to Russia's seagoing trade, what there is of it. But its completion would be an undertaking which would put the trans-Siberian Railway quite in the shade so far as great engineering problems and difficulties are concerned.

## NEW INDIAN COINAGE.

POSSIBILITIES OF A METALLIC CURRENCY.

The experiment of introducing the nickel into the Indian currency will be watched with a great deal of interest, says the *Pioneer*. The people of this country are extremely conservative where the coinage is concerned—cases were reported where the new rupee bearing the King-Emperor's head were rejected as counterfeit, so accustomed had the mass of the population become to seeing only Queen's rupees—and a small coin, which is neither silver nor copper, but at first viewed with suspicion. But, as it will be a very distinctive piece, and as its face value will doubtless be declared in the vernacular languages, it should gradually work its way into the circulation. There is an enormous amount of coin handled on the railways, and the nickel might well be freely used at the outset at booking-offices. The Postal and Telegraph Departments also can be utilised in a similar direction. To the European population the nickel will probably commend itself at once, for copper coins are never acceptable when small change has to be received. While on this subject we may express the strongest disapproval of the proposals, made in certain commercial circles, that small gold coins should be introduced into India. Certainly nothing smaller than a half sovereign should ever obtain currency, however great may be the desire to force gold into circulation. The sovereign is admittedly too big a coin for the Indian people generally to use, but to have gold pieces of the value of five rupees or even less would not help matters. The half-sovereign is quite small enough for all practical purposes, and its value at Rs. 7-8—an uneven sum—makes it convenient for small payments when change is involved. The rupee will, however, hold its own against gold for many years to come, and we doubt if gold, whatever shape it may take, will ever have a wide circulation.

The *Times* of India, in an article on the same subject, says:—The Indian Government receives gold, and gives tokens, or rupees, which do not equal in value what it has received. The transaction, in itself, from an economical point of view is laudable; the Indian people are content to carry on their transactions in a coinage of inferior value, thus setting free a mass of the highly valuable metal, gold, which can be used to profit elsewhere. If the people were sufficiently intelligent, and had sufficient confidence in their Government, the metallic currency might, most profitably, perhaps, be constituted of nickel. It is the people would accept in complete confidence, 15 coins of nickel for every sovereign, and regard them in use as rupees, they would possess a coin difficult to tamish; hard in wear; extremely hard to counterfeit, on account of difficulties in manufacture and easily distinguishable, by its magnetic qualities, from common substitutes. But, although we thus sing the praises of the nickel rupee, and welcome even the idea of an anna-piece in it, we do not imagine, for a moment, that the people of India are prepared to accept a completely nickel metallic currency; indeed we believe that the present rejection of the sovereign, although highly commendable, if the operation is protected by certain restrictions, is based solely on the misconceptions and prejudices of the bulk of the population. If a man could be sure that for every rupee he could secure, if necessary, its value in gold, the present situation would be productive of nothing but satisfaction. We should have a people willing to trade with a token coinage, well knowing that, should necessity arise, they could always obtain its equivalent in gold; we should have the same gold entrusted by this confiding people to a Government who could use it elsewhere to their benefit; and, perhaps, their education might finally be carried to the acceptance of a nickel rupee, a metallic currency combining the maximum of convenience with the minimum of cost.

## THE PANAMA CANAL.

PAST FAILURES AND PROCESS OF SALVAGE.

Following the drawing of a Treasury warrant for the purchase of the Panama Canal Company, the American Government have chosen Mr. John Findlay Wallace, general manager of the Illinois Central Railway, as chief engineer of the canal; an indication of the determination to have no unnecessary delay in getting on with the work. For the first time in the long history of the canal there is now a certainty that it will be made. It seems, therefore, an appropriate occasion to give in tabular form the dismal record of past failures and the process of salvage:—

Canal proposed by Butler-Clayton Treaty 1850  
Railway across the Isthmus opened 1855  
Congress to consider canal schemes 1879  
M. de Lesseps' canal company began work 1881  
First three miles completed; visit of M. de Lesseps 1886  
Canal works stopped; over £60,000,000 spent to date 1888  
Collapse of French scheme 1889  
Prosecution of M. de Lesseps for fraud, bribery, &c. 1893  
New Panama Company formed in Paris; work on canal recommenced 1898  
U.S. Government purchase canal for \$2,000,000 1901  
Treaty between U.S. and Colombia for building canal rejected by Colombian Senate 1903  
Revolution in Panama; new State concluded treaty with U.S.; canal to be built 1904  
Mr. Wallace appointed U.S. engineer (May, 1904), to complete the canal by 1916  
Mr. Wallace, among the most prominent civil engineers of the day. Born in Fall River, Mass., in 1853 he has been connected with railways since he was seventeen years old, and has had administrative experience on the Chicago, Madison, and Northern Railroad, the Central Railroad, and other companies. He is a member of the Institute of Civil Engineers of Great Britain, and is a past president of the Associated Society of Civil Engineers. Mr. Wallace is to receive a salary of £6,000 a year.

## THE LATE GOVERNOR OF FINLAND.

General Bobrikoff whose assassination has just been reported was formerly chief of staff with the Grand Duke Vladimir, commanding the troops in the district of St. Petersburg. He was known as a good soldier and hard fighter, and had risen from the ranks. In his character, however, he has always had a reputation for coarseness and brutality, says the *Cable News*. At the capital he was cordially detested by all the foreign diplomats, the police, the Frenchmen alone being able to get along with him. For governor of Finland it is probable the government could not have secured a more cold-blooded and absolutely heartless man. It was doubtless these qualities which recommended him as a fitting tool for the work of ruffianising Finland.

In a recent letter to Mr. Stead a gentleman in Helsinki, the capital city of Russia's Finnish province, said: "Nothing has changed for the better in the administration of General Bobrikoff; on the contrary, what change there has been, has been for the worse. You may have noted that the Russians do not any longer let objectionable people choose their place of exile, but that they send them, first to Russian prisons, and then to distant parts of Russia. They undoubtedly think that their method of pacifying Finland has not proved satisfactory, in account of being too lenient, and so they are going to try if stronger measures will not be more effective. At the same time the reasons why people sent off are getting more arbitrary and insignificant. In fact, no reasons at all are wanted, and still less any proof. You need only have an enemy, who for some reason or other wants to get rid of or revenge himself upon you, and you are lost. Accusations are accepted, nay, bought from any wretch—a gendarme, a policeman, a convict, anyone will do. The government does not even care for the semblance of justice, and the danger is increased because all the honest policemen of high as of low rank in the service are dismissed and the new ones are chosen only with regard to the unscrupulousness with which they are ready to act against their countrymen."

## SHELL TRANSPORT AND TRADING CO.

A very pretty legal puzzle came before Mr. Justice Channell the other week in the form of a special case stated by the umpire in an arbitration between the Shell Transport and Trading Company and the Consolidated Petroleum Company. The facts were, very shortly, these. The "Shell" Company sold to the Petroleum Company a cargo of petroleum to be shipped from Texas by the steamship *Goldmouth*, and delivered by the steamer into the buyers' storage tanks in London, the buyers undertaking to receive the oil from the steamer through their pipe lines at the discharging berth. When the *Goldmouth* arrived it was discovered that it was too big to get to the berth, and it was only after expensive dredging that it could get alongside the pipes and discharge its oily cargo.

The question was, Who was to pay for the dredging? If the sellers urged that the berth was too small for the ship, the buyers could reply that the ship was too big for the berth. Whose business was it to know the relative size of the two? Could it be said that the buyers had invited the sellers to the berth, and thereby guaranteed that it could hold the ship? Or was the right view that the sellers had chosen to contract to put the ship in the berth and were bound to pay any unforeseen expenses necessary for carrying out their undertaking? And what would have been the effect if, in these circumstances, the contract had proved wholly impossible of performance? These knotty problems were, unfortunately, scarcely solved by his lordship's actual decision, though he apparently held that the buyers had not warranted the sufficient size of the berth.

## COMMERCIAL.

Shanghai advices, of the 13th inst., state:—Business reported:—Tugs "Pret" at Tls. 47 and "Ord" at Tls. 48. Farnham, Boyds at Tls. 156 cash and Tls. 163 for October. Maatschappij at Tls. 314/315 for June, and Tls. 325 for September. Ices at Tls. 24.  
Business done, direct:—Farnham, Boyds at Tls. 184 for July, and Tls. 164 for October. Weihaiwei Goods at \$17. Sumatras at Tls. 614. Maatschappij at Tls. 320 for August, and Tls. 321 for September. Centrals at \$33 C.N.I. Pulps at Tls. 125.

## FREIGHT.

Messrs. Lamke and Rogge, writing on 18th inst., report:—Since writing last on 4th inst., a larger amount of chartering business has been put through than during the preceding period, but it cannot be said that the general aspect of affairs looks much brighter, though the somewhat increased demand for tonnage, which has shown itself of late, may in a measure help to bring rates of freight on a better basis again. Regarding the Saigon market, it would seem from recent inquiries, that rice has been arriving more freely in Saigon, but it is said to be of very poor quality, stocks in the interior having been all more or less flooded and soaked; anyhow, the demand for tonnage has improved and some fresh chartering has come to pass, though closing quotations cannot be called anything better than 15 cents per picul as yet. There is, however, hardly any prospect of procuring further tonnage at that rate; in fact, business can only be rendered practical again at a considerable advance, the detention caused by the existing quarantine regulations being such as to take away what little margin may be left. Rates from Saigon to Philippine ports have continued to follow a downward tendency and at the moment nothing better than 24/29 cents

per picul can be quoted, but it is to be hoped that the rather limited amount of tonnage available for this branch of the trade may help to bring about some improvement again. A few settlements are on record, at 32/30 cents per picul, a higher rate having been obtained on a steamer to load for Cebu.

From Saigon for Java or other destinations, there is no demand.  
The Java sugar season has opened in the charter of a steamer is reported at 32 cents per picul, dry or wet sugar, to load at 32 cents for this.

There has been no fresh business from Bangkok to this, and it is more than doubtful whether further tonnage will be wanted. The quotation stands nominal at 29/35 cents per picul.

Northern rates have also continued on the downward move. To-day's list of settlements contains a number of charters, most of them however, affected some time back at still fairly good rates, but closing quotation is nothing better than about 30 cents per picul from Newchwang to Swatow, whilst for Amoy or Canton, somewhat better terms might be had. Newchwang advices have it that, up to 25th ultimo, only 52 steamers have been loading at that port against 250 steamers same time last year, and it is also reported, that—in the event of nothing interfering—large arrivals of produce are expected by the end of the month and, if prices recede sufficiently, it is quite possible, that matters in this direction may take a change for the better.

Coal rates from Japan ports, are, if anything, slightly firmer, but there is still too much tonnage to allow of any material improvement. Business has been done at \$1.75 per ton for this port, \$1.85 for Amoy, \$1.75 for Swatow, \$1.50 for Singapore and \$3 per ton for 13 ports Philippines.

From Hongkong to Swatow a boat has been fixed at \$1.50 per ton, and there is a small inquiry for this port at \$1.10 or slightly better.

On monthly terms, a steamer, the *Carl Menzell*, has been taken up in re-charter to load lumber at Port Darwin for this at a comparatively good rate, viz., \$8.00 per month.

Sail Freights:—There is no demand.

Sail-transport loading or to load:—For Callao. Italian bark *Marin L.* arrived 9th April. For New York—British bark *Edipse* arrived 10th May. British bark *Kentmere*, arrived 15th June. Disengaged:—British bark *Tron-gate* 919 tons, British ship *Johanna*, 1,651 tons. Departures:—None.

## TODAY'S EXCHANGE.

Selling.

London—Bank T.T. .... 1/9  
Do. demand ..... 1/9 13/16  
Do. 4 months' sight ..... 1/10  
France—Bank T.T. .... 2/28  
America—Bank T.T. .... 1/44  
Germany—Bank T.T. .... 1/85  
India T.T. .... 1/33  
Do. demand ..... 1/36  
Shanghai—Bank T.T. .... 7/14  
Japan—Bank T.T. .... 8/9  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 1/28

Buying.

4 months' sight L/C ..... 1/10  
6 months' sight L/C ..... 1/14  
30 days' sight San Francisco & New York ..... 1/10  
4 months' sight do. .... 4/1  
30 days' sight Sydney and Melbourne ..... 1/10  
4 months' sight France ..... 2/34  
6 months' sight " ..... 2/34  
4 months' sight Germany ..... 1/89  
Bar Silver ..... 25 9/16  
Bank of England rate ..... 3%

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
Walwa New ..... 947/980  
" Old ..... 1,007/1,080  
" Older ..... 1,100/1,180  
" Oldest ..... 1,200/1,250  
Patna New ..... 1,205  
" Old ..... 1,270  
Benares New ..... 1,145  
" Old ..... 1,165  
Persian (Paper) ..... 880/931

## Today's Advertisement.

TO-NIGHT! TO-NIGHT!  
THEATRE ROYAL.  
STANLEY'S OPERA AND DRAMATIC COMPANY.

25 ARTISTS. 25 ARTISTS.  
Sole Proprietress & Miss FANNY STANLEY.  
Stage Directress  
Crowded Houses, Brilliant Success.  
MONDAY, June 20th,  
GRAND COMPLIMENTARY BENEFIT.

TENDERED BY  
MISS FANNY STANLEY  
TO

MR. ROBT. STEPHENSON,  
Miss FANNY STANLEY as Tina,  
Mr. STEPHENSON as Tony,  
"M Y S W E E T H E A R T,"  
Musical Comedy in 3 Acts.  
CAST OF CHARACTERS:  
TONY FAUST ..... Mr. ROBERT STEPHENSON  
Dr. Oliver ..... Mr. Harry Newell  
Harold Bartlett ..... Mr. Frank Peachey  
Joe Shotwell ..... Mr. Willie Driscoll  
Dudley Harcourt ..... Mr. Leslie Geeves  
Mrs. Fleetster ..... Miss Flo. Hamilton  
Mrs. Hatrell ..... Miss Dolly Childs

and  
TINA HATZELL ("My Sweet") Miss FANNY  
"Tina's Friends at the Farm,"  
Miss Geddes, Miss Le. Coustette, Miss Stella,  
Miss Nightingale, and Miss Ritchie.

TUESDAY, June 21st,  
GRAND FAREWELL BENEFIT  
TO

MISS FANNY STANLEY,  
AND

POSITIVELY THE LAST NIGHT,  
By Special Request,  
"E A S T L Y N N E."

PLAN AT ROBINSON'S PIANO COMPANY.  
Prices:—\$3, 2 and 1.  
Doors Open 8.30. Overture 9 P.M.  
Late Trains will run after each performance,  
also Launch for Kowloon.

Furniture kindly lent by Messrs. Kuhn & Kommer.  
Hongkong, 20th June, 1904.

## PATROL.

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## Steamers.

AMSHIP CO., LD.

AND

AL STEAM NAV. CO., LD.

## JOINT SERVICES.

THROUGH BILLS OF LADING FOR ALL EUROPEAN, SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

WEEKLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 21st June.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st July.
GLASGOW and LIVERPOOL	"OANFA"	On 15th July.
GLASGOW and LIVERPOOL	"SARPEDON"	On 19th July.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW and LIVERPOOL	"AJAX"	On 27th July.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.
LONDON, AMSTERDAM & ANTWERP	"YANGTZE"	On 5th July.
GENOA, MARSEILLES & L'POOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	On 23rd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES & L'POOL	"SARPEDON"	On 20th August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	On 14th July.
S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th inst.		

Butterfield &amp; Swire, Agents.

Hongkong, 18th June, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

SHANGHAI	STEAMERS	TO SAIL
MANILA	"WHAMPOA"	21st June.
SWATOW, CHEFOO and TIENSIN	"TEAN"	22nd "
CEBU and ILOILO	"KANSU"	22nd " 10 a.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"KAIFONG"	25th " Noon.
	"CHINGT"	31st July.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 20th June, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 25th June, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd July, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 18th June, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 14th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schmidt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$3; Return Ticket, \$5. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF:—At the Western end of Wing Lok Street.

The Steamer, on an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON &amp; CO.,

2nd Floor, No. 15, Victoria Street.

Hongkong, 18th June, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.50 for single journey.

2nd ".....1.50 "

Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENDT &amp; CO.,

Canton Agents.

Hongkong, 18th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

## REDUCTION IN PASSAGE RATES, From 1st January, 1904.

## ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 1st February, 1904. [104]

## MESSAGERIES CANTONNAISES.

J. TREVoux &amp; CO.

## HONGKONG-CANTON NIGHTLY SERVICE.

## THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00

Second Class European.....3.00

First Class Chinese.....1.50

Second Class Chinese.....80

Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904. [222]

## STEAM TO CANTON.

## THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,300.....J. P. MARTIN.

"KWONG TUNG".....1,250.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [H]

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, TO-MORROW, the 21st inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LIMITED,

Agents.

Hongkong, 20th June, 1904. [722]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above, on WEDNESDAY, the 22nd inst., at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 18th June, 1904. [738]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN

## STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE Imperial German Mail Steamship

"ROON,"

Captain G. Meiners, due here with the outward German Mail about TUESDAY at 4 P.M., will leave for the above places about 12/24 hours after arrival.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; Co.,

Agents.

Hongkong, 18th June, 1904. [5]

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

1904. About

"RICHMOND CASTLE".....24th June

"ST. FILLANS".....31st July.

"LOWTHER CASTLE".....31st "

For Freight and further Information, apply to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 17th June, 1904.

## HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on M's Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

## WEATHER-FORECASTS AND STORM-WARNINGS.

are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

## THE CHINA COAST METEOROLOGICAL REGISTER.

is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. PIGG,

Acting Director.

Hongkong, Observatory, 2nd January, 1904.

## HONGKONG AVERAGE MARKET PRICES.

(Corrected 17th June, 1904, per 5 lbs.)

## BUTCHER MEAT.

Cents.

Beef sirloin &amp; prime cut—Mei Lung Pa

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chung

" Bullock's Brains— " Know..... per set

" Tongue—fresh—Ngau Li..... each

" " corned—Ham Ngau Li.....

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Ki.....

" Feet—Ngau Kerk..... each

" Kidneys—Ngau Yiu.....

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To.....

" Calves' Head and Feet—Ngau-chai

" tau-keok..... set

" Mutton Chop—Yeung Pai Kw.....

" Leg—Yeung Pei

" Shoulder—Yeung Shau

" Pigs' Chitlings—Chi cheong

" Brains—Chi Know..... per set

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum..... each

" Kidneys—Chi Yiu..... pair

" Liver—Chi Kon

" Pork, Chop—Chi Pai Kwai

" " Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok..... set

" Heart—Yeung Sum..... each

" Kidneys—Yeung Yiu

" Liver—Yeung Con..... lb

" Sucking Pigs, To Order—Chu Chi

" Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

## POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Sin Kai

" Ducks—Ap

" Doves—Pan Kuy

" Eggs, Hen—Kai Tan..... per doz.

" Fowls, Canton—Kai

" " Hainan—Hoi Nam Kai

" Geese—Ngor

" Geese, Wild Shanghai—Sheung Hoi Ye

" " Ngo

" Musk Deer—Wong Keng..... each

" Hare—Tu Chai



## Mails.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

## NOTICE

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.ON TUESDAY, the 28th June, 1904,  
at 1 P.M., the Company's Steamship  
"HIMALAYA," Captain J. Combe, with  
Mails, Passengers, Specie and Cargo,  
will leave this Port for MARSEILLES, via  
Ports of Call, WITHOUT TRANSHIP-  
MENT.This Steamer connects at COLOMBO with  
the Australian Line S.S. *Dumet* bound for  
MARSEILLES via BOMBAY and ADEN.  
Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.Shipping Orders will be granted till Noon  
only on MONDAY, the 27th June, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.For further Particulars, apply at the Com-  
pany's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, 15th June, 1904.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)THE Steamship  
"BENGAL,"Captain G. Phillips, carrying His Majesty's  
Mails, will be despatched from this Port  
for BOMBAY, on SATURDAY, the 2nd July,  
at Noon, taking Passengers and Cargo for the  
above Ports.Silk and Valuable, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Oriental*  
due in London on the 15th August.Parcels will be received at this Office until  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 17th June, 1904.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i> .....	9,600	T. W. Garlick.	June 28
<i>Loya</i> .....	4,417	G. V. Williams.	Aug. 4
<i>Shammut</i> .....	9,600	W. M. Smith.	Sept. 1
<i>Tremont</i> .....	9,600	T. W. Garlick.	Oct. 1
<i>Shammut</i> .....	9,600	W. M. Smith.	Oct. 1

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.*Shammut* .....*Tremont* .....CHEAPFARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. *Shammut* and *Tremont*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.Queen's Buildings,  
Hongkong, 15th June, 1904.

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## Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship

## "CHINA."

The above Steamer having arrived, Consig-  
nees of Cargo are hereby requested to send in  
their Bills of Lading for countersignature, and  
to take immediate delivery of their Goods from  
alongside.Cargo impeding discharge and undelivered by  
TUESDAY, the 21st instant, at 5 P.M.,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.

Hongkong, 18th June, 1904.

## S.S. "YARRA."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s.  
*Charente* and *Douro*, and from Havre ex  
s.s. *Douro*, in connection with above Steamer,  
are hereby informed that their Goods, with  
the exception of Opium, Treasure and Valu-  
ables are being landed and stored at their  
risks into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after FRIDAY, the 24th June, at Noon, will  
be subject to rent and landing charges.All claims must be sent in to me on or before  
the 24th June, or they will not be recognised.All damaged packages will be examined on  
FRIDAY, the 24th June, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 17th June, 1904.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "BENGAL."

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Australia* and  
*Syria*.From Australia, ex S.S. *Marmora*.From Calcutta, ex S.S. *Japan*.From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.Goods not cleared by the 22nd instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 16th June, 1904.

BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"

FROM SEATTLE, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consig-  
nees of Cargo are hereby requested to send in  
their Bills of Lading for Countersignature,  
and to take immediate delivery of their Goods  
from alongside.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.DODWELL & CO., LIMITED,  
Agents.

Hongkong, 14th June, 1904.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.The Superiress will also be most grateful  
for any PAPER, or old ENVELOPES, to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84 = \$11.994 for half-year ending 31.12.1903	6 1/2 %	\$660 sellers
National Bank of China, Limited.	4,453	£10	£8	\$175,533		\$2 (London 3/6) for 1903	5 1/2 %	London 66.10/-
Do. (Founders)	750	£1	£1	\$191,973	\$21,668	None		\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,050,000	\$32 for 1902	5 1/2 %	\$540 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,999,992	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$62 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 300,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 62 1/2 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	Tls. 3,850	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000	\$1,055,111	\$15 for 1902	7 %	\$312
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 sellers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000	\$329,047	\$5 dividend & \$1 bonus for 1902	8 1/2 %	\$86 1/2 sa. and b.
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903	10 %	\$30 sa. and b.
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$100,000	£5,380	10/- for 1902	5 %	\$116 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$150,000	Dr. \$63,123	\$5 for 1900		\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts. }	7 1/2 % 5 %	\$32 1/2 buyers \$23 1/2 b.
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 1/2 %	\$135 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	3 1/2 %	22/6- sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 201,614	none.	Final of { Tls. 2 1/2 making Tls. 4 1/2 } { Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 % 7 1/2 %	Tls. 48 sales Tls. 47 sales
Do. (Preference)	100,000				Tls. 55,541			
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$169 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,903	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,458	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$7 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.80 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second } { half year 1903 }	6 1/2 %	\$213 sellers
S. C. Farman, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 1 for half year ending 31.10.03	6 1/2 %	Tls. 156 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,050,000	\$43,733	\$5 for 2nd half year 1903	4 1/2 %	\$260
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$105 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$29,926	{ \$7 dividend } { \$10 div. & \$2 1/2 bonus } for 1903	6 1/2 %	\$110
Haworth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$108 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 155 buyers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 48,210	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 5,000	\$489	\$1 1/2 for 1903	4 1/2 %	\$30
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500				
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making } { in all Tls. 8 for 1903 }	7 1/2 %	Tls. 110 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	\$364 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	\$1,364	Final of 1.70 making \$3.20 for 1903	5 1/2 %	\$59 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$137
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$10,771	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	\$1,630	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$31 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	6 1/2 %	Tls. 13 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	Tls. 13,986	\$4,989	\$5 for the year ending 18.2.1903	12 1/2 %	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 31		\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	\$99,177	90 cents for 1903	7 1/2 %	Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$500,000	\$99,177			\$12 1/2
COTTON MILLS.								
Lwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,008	Tls. 88,034	Interim of 3 1/2 a/c 1898		Tls. 25 buyers
Shantung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 a/c 1898 on 6,000 shares		Tls. 32 1/2 sellers
Yee Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,638	Tls. 26,389	4 % for 1897		Tls. 160 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } { year ending 31.7.03 }	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO CO'S.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 61 buyers
Shamora, Limited	300	\$200	\$200	\$43,000	\$7	\$25 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	1 1/2 %	\$29 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 sellers
S. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$12 buyers
Watkins, Limited	10,000	\$10	\$10	\$3,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Ngapore Dispensary, Limited	800	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
Shans Provindent Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94 sellers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,453	{ 90 cents } for year ending 30.4.1903	6 1/2 %	\$14
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21 8 5	£7,387	{ 45 cents }	6 %	\$7 1/2 buyers
Shanghai Gas Company, Limited	10,616	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	\$1 div. and 2/- bonus for 1902		\$150 buyers
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 108,172	Tls. 7,360	Final of Tls. 3 1/2 & bonus of Tls. 1 1/2	7 1/2 %	Tls. 115 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of 37/6 making 52/6 for 1903	8 %	Tls. 380 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	Tls. 140 sales
Wall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$1,104	Tls. 2 for half year		Tls. 130 sellers
Yee Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$1,182	Final of \$1 making \$3 1/2 for 1903	12 1/2 %	\$28 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$10,517	Final of \$7 making \$3.2 for year end. 29.2.04	9 1/2 %	\$125 buyers
Hongkong Ice Company, Limited	6,000	\$25	\$25	\$70,000	\$8,395	\$3.75 for 1903	7 %	\$140
Shanghai Ice Company, Limited	5,000	\$25	\$25	\$15,000	\$5,844	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong High-Level Tramways Company, Ltd.	2,000	\$100	\$100	\$45,000	\$4,183	Final of \$12 making \$16 for 1903	9 1/2 %	\$225 sales
Yee Farm Company, Limited	1,150	\$7 1/2	\$6	\$30,000	\$2,029	\$7 1/2 for second half year 1903	7 %	\$160 sales
Wampell, Moore & Co., Limited	10,000	\$10	\$10	\$20,000	\$2,029	\$12 for year ending 30.11.1903	7 1/2 %	\$280 sales
Asbestos Eastman Agency, Limited	1,200	\$10	\$10	\$5,500	\$596	\$1 for year ending 31.7.1903	8 1/2 %	\$14 1/2 buyers
United Asbestos Oriental Agency, Limited	8,604	12/6	12/6		£100	None	8 %	\$57
Do. (Founders)	9,900	\$10	\$10	\$14,000	\$119	{ 90 cents } for year ended 31.5.1903	8 1/2 %	\$57 sellers
Hongkong Steam Waterboat Company, Limited	100	\$10	\$10	none	\$1,548	\$29.70	12 1/2 %	\$104 buyers
Shanghai Light and Power Company, Limited	7,500	\$10	\$10	none	\$3,739	Interim of 70 cents	8 1/2 %	\$210 buyers
William Powell, Limited	15,000	\$10	\$10	none	\$4,757	None		\$104 buyers
Shanghai Tschappatti tot Min. Bosch en Landbouwerij	12,000	\$10	\$10	none		Interim of 70 cents for 1904		36 buyers
Shanghai Pulp and Paper Company, Limited	25,000	Gs. 100	Gs. 100	Tls. 34,669	Tls. 37,187	{ First quarterly of Tls. 10, paid 15.2.04 } { Second id. Tls. 10, " 15.4.04 }	9 1/2 %	\$104
Shanghai Pulp and Paper Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 43,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 304
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 43,000	Tls. 3,288	Final of Tls. 3 making Tls. 10 for 1903	7 1/2 %	Tls. 71 1/2 sales
Shanghai Pulp and Paper Company, Limited	6,000	\$15	\$12	\$10,000	\$1,353	Final of \$120 making \$1.70 for 1903	9 1/2 %	Tls. 125 sales
Do. (Founders)	133					None	13 1/2 %	\$23 sales
Do. (New Issue)	24,000	\$15	\$12			First year		\$100 buyers
Shanghai Flour Mill Co., Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,575	Tls. 1 for 1902	12 1/2 %	\$14 sales
Shanghai Brothers, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	10 1/2 %	Tls. 60 sellers
Shanghai Brothers, Limited	10,000	\$100	\$100	Tls. 100,000		\$10 for 1903	7 1/2 %	Tls. 60 buyers
Shanghai Brothers, Limited	250,000	\$10	\$10	\$60,000	\$3,403	{ \$1 div. and 25 cents bonus for half year }	8 %	\$12
Shanghai Brothers, Limited	4,300	\$50	\$50	\$112,500	\$2,706	\$1 div. and 25 cents bonus for 1903	8 %	\$57 sellers
Shanghai Brothers, Limited	4,300	\$50	\$50	\$112,500	\$2,706	\$1 div. and 25 cents bonus for 1903	8 %	\$57
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